No. 868,463. PATENTED OCT. 15, 1907.

W. D. LOWRY.

COMBINED CAR BOLSTER AND DRAFT RIGGING.

APPLICATION FILED JAN. 31, 1907.

2 SHEETS—SHEET 1.

Fig. I.

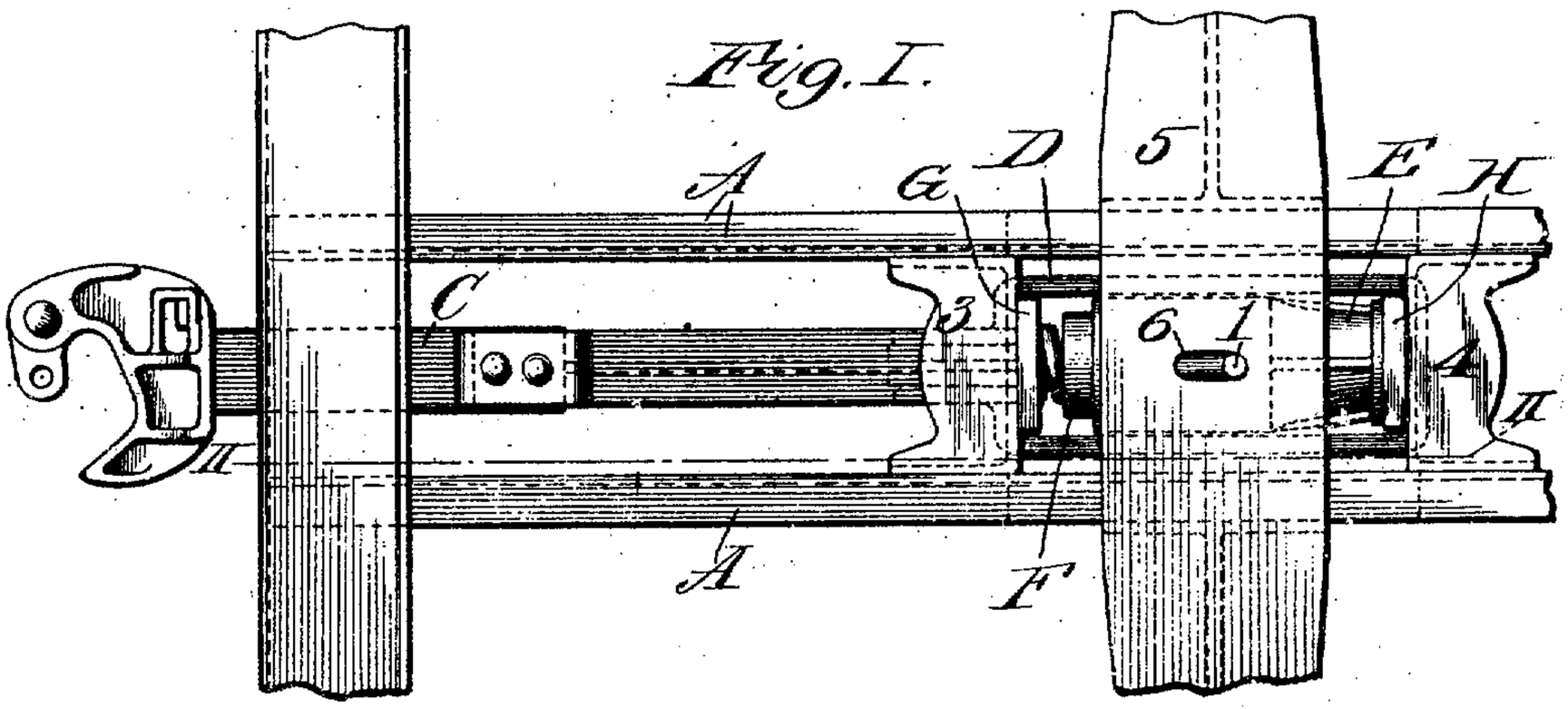


Fig. II.

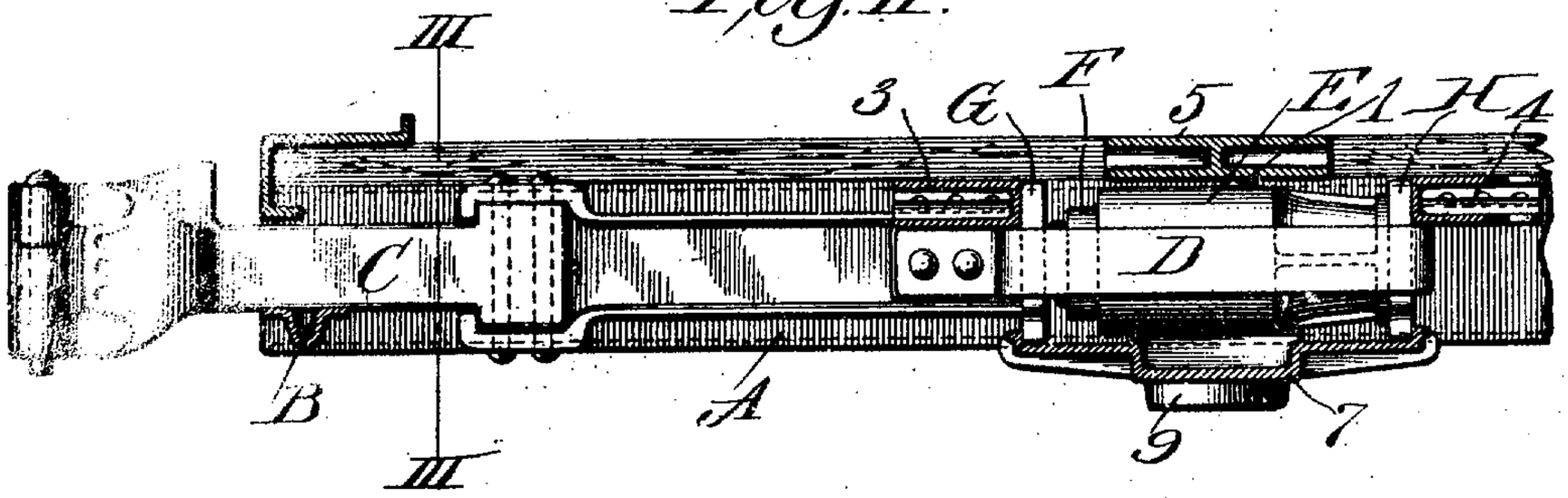
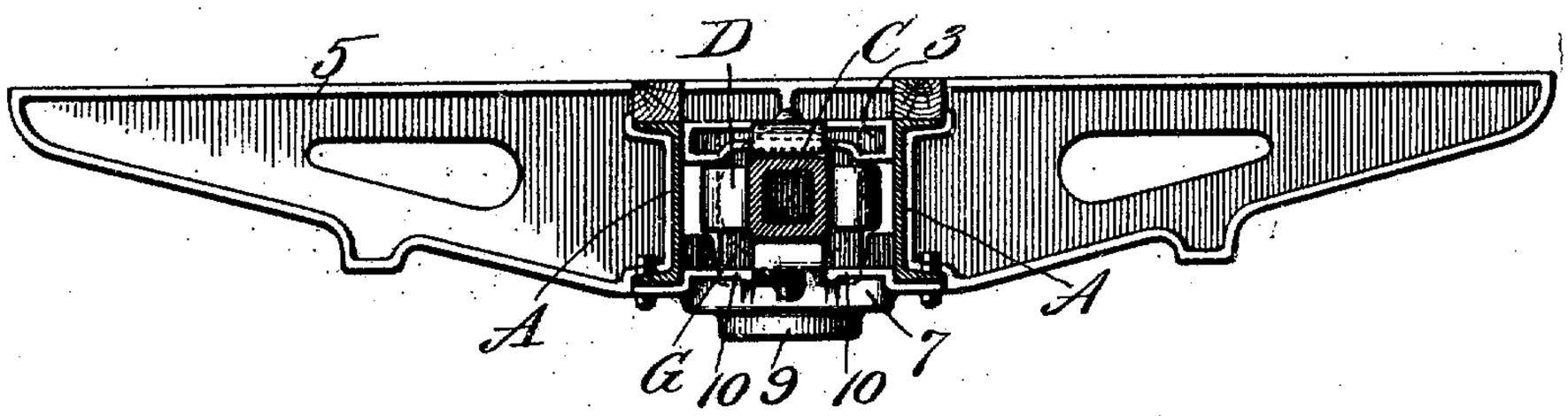


Fig. III.



Attest:
Wm. N. Scott.
Fenton & Belt

Inventor:
Wm. D. Lowry,
by Geo. H. Knight Atty.

No. 868,463. PATENTED OCT. 15, 1907.

W. D. LOWRY.

COMBINED CAR BOLSTER AND DRAFT RIGGING.

APPLICATION FILED JAN. 31, 1907.

2 SHEETS—SHEET 2.

Fig. IV.

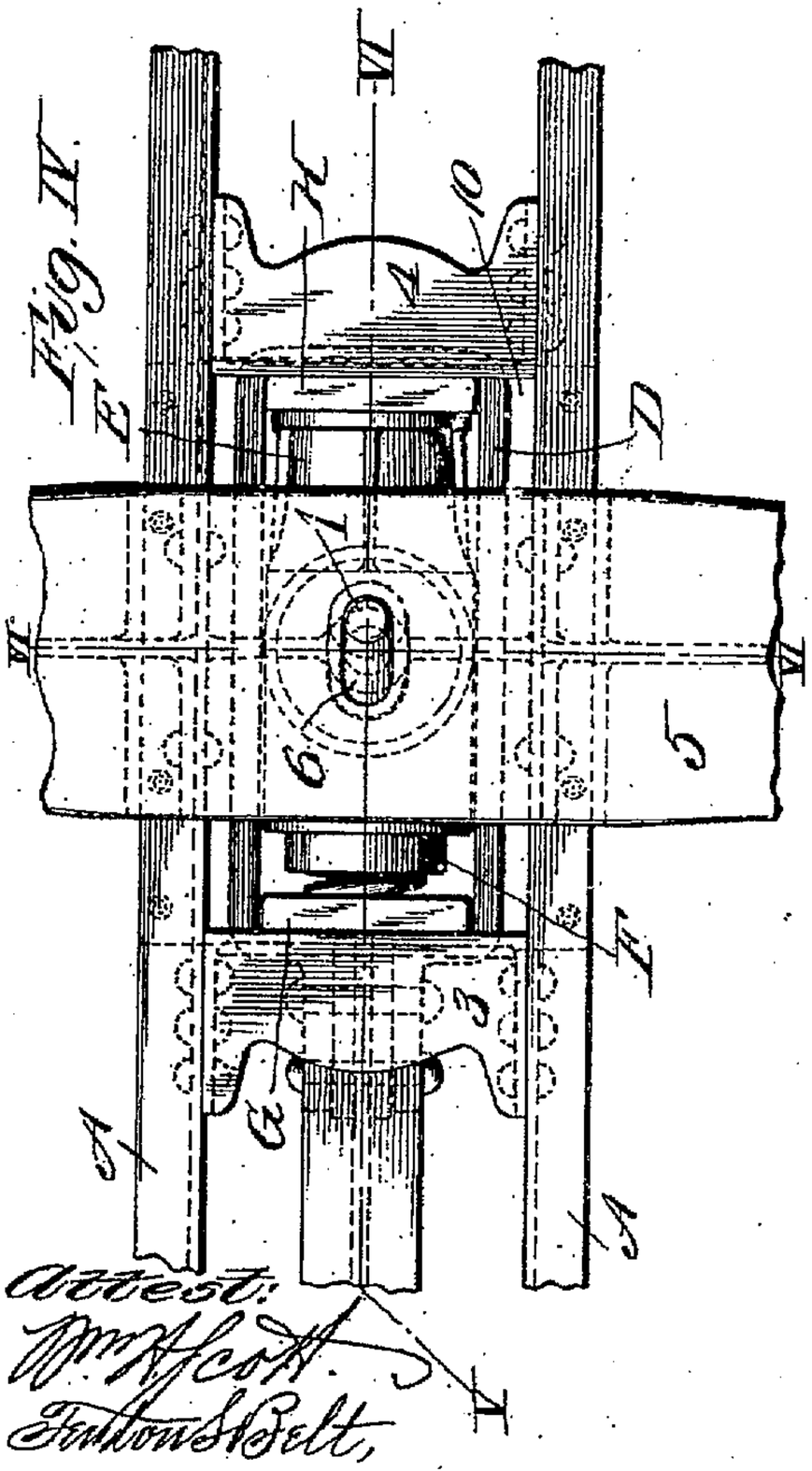
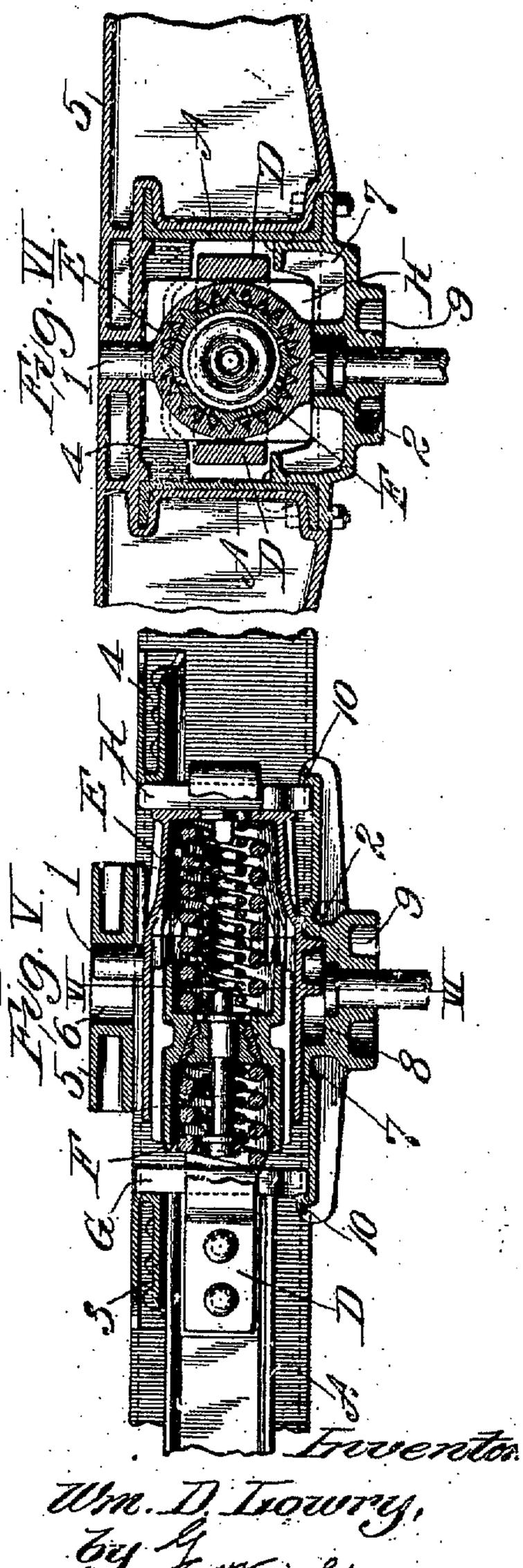


Fig. V.



Attest:
Wm. H. Coll.
Fulton & Belt,

Inventor.
Wm. D. Lowry,
by Geo. H. Knight & Terry.

UNITED STATES PATENT OFFICE.

WILLIAM D. LOWRY, OF ST. LOUIS, MISSOURI.

COMBINED CAR-BOLSTER AND DRAFT-RIGGING.

No. 868,463. Specification of Letters Patent. Patented Oct. 15, 1907.

Application filed January 31, 1907. Serial No. 355,126.

To all whom it may concern:

Be it known that I, WILLIAM D. LOWRY, a citizen of the United States of America, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Combined Car-Bolsters and Draft-Riggings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to that class of car body bolsters and draft riggings in which the draft rigging is mounted within the bolster in a manner to permit of its being separated therefrom for the purpose of repairs or the mounting of a new rigging in lieu of the one previously in use.

Figure I is a top or plan view of my bolster and draft rigging. Fig. II is a vertical longitudinal section taken on line II—II, Fig. I. Fig. III is a vertical cross section taken on line III—III, Fig. II. Fig. IV is an enlarged top or plan view of the bolster and the rear portion of the rigging. Fig. V is a vertical longitudinal section taken on line V—V, Fig. IV. Fig. VI is a vertical cross section taken on line VI—VI, Figs. IV and V.

A designates the center sills of a railway car and B is a draft rigging carrier attached to the ends of said sills.

C designates the draw bar of the draft rigging which is provided at its rear end with a yoke or tail strap D. Within the yoke or tail strap of the draft rigging are spring controlled rigging members of a well known form and which include a barrel or outer member E and an inner member F that telescopes within said barrel, as seen most clearly in Fig. V.

G and H are follower blocks that occupy positions at the forward and rear ends of the yoke D and which are located within said yoke.

The barrel E of the draft rigging is provided with an upper limitation stud 1 and a lower limitation stud 2, which parts are designed to operate in certain members of the bolster to be hereinafter described.

3 and 4 designate abutments mounted between the center sills A and secured to said sills. The first named of these abutments is located in front of the follower block G and is designed to serve as a stop member to prevent forward movement of said follower block while the last named abutment is located at the rear of the follower block H and is designed to prevent rearward movement of said follower block.

5 designates a bolster which is secured to the center sills A and which is recessed transversely at its center in order that it may be fitted to the sills at a space provided between the sills for the reception of the spring controlled members of the draft rigging. This bolster is provided at its top with a transverse slot 6 that receives the upper stud 1 of the draft rigging barrel E and in which said stud is permitted to partake of a restricted play.

7 designates a compression member that is bolted or otherwise detachably secured to the bottom of the bolster 5 and serves to close the bottom of the central recess in said bolster and which, being detachably connected to the bolster, may be readily removed therefrom to permit the extraction of the draft rigging and insertion thereof into the bolster and between the center sills. The compression member is provided with a slot 8 that extends transversely of the bolster and is complementary to the slot 6 in the top of the bolster. This slot is adapted to receive the lower stud 2 of the spring controlled draft rigging barrel E which is operable in the slot to the same degree as the upper stud 1 of said barrel is operable in the slot 6 in the top of the bolster. At the lower side of the compression member is a center bearing 9 that is adapted to seat on a complementary bearing of the truck bolster in conjunction with which the bolster 5 is used. At the front and back of the compression member and at the upper side thereof are abutments or lugs 10, the inner shoulders of which are disposed in vertical alinement with the inner faces of the abutments 3 and 4 carried by the center sills A. The foremost abutment 10 is adapted to receive the engagement of the follower block G in conjunction with the abutment 3 and the rear abutment of the compression member is adapted to receive the follower block H in conjunction with the abutment 4.

It will be seen that when the draft rigging is mounted in the recess in the bolster and between the center sills, and the compression member is secured to the center sills, and the bolster parts are in condition for service, the parts will coöperate with each other with a proper action. It will also be seen that when the compression member is disconnected from the bolster and center sills, the entire draft rigging may be readily removed and the draft rigging put in place previous to the application of said compression member.

I claim:

1. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, a compression member detachably connected to said bolster and closing the recess therein, and a draft rigging mounted in said recess and having engagement with the center sill abutments and said compression member, substantially as set forth.

2. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, and a draft rigging located in said bolster and comprising spring controlled members located within said bolster and follower plates associated with said spring controlled members and bearing against said abutments, substantially as set forth.

3. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, and a draft rigging located in said bolster and comprising spring con-

trolled members located within said bolster and follower plates associated with said spring controlled members and bearing against said abutments; said bolster being provided with a detachable compression member, substantially as set forth.

4. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, and a draft rigging located in said bolster and comprising spring controlled members located within said bolster and follower plates associated with said spring controlled members and bearing against said abutments; said bolster being provided with a slot in which a part of one of the spring controlled members of said draft rigging operates, substantially as set forth.

5. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, and a draft rigging located in said bolster and comprising spring controlled members located within said bolster and follower plates associated with said spring controlled members and bearing against said abutments; said bolster being provided with a detachable compression member against which said follower blocks rest, substantially as set forth.

6. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, and a draft rigging located in said bolster and comprising spring controlled members located within said bolster and follower plates associated with said spring controlled members and bearing against said abutments; said bolster being provided with a slot in the top thereof and having a slotted compression member detachably fitted to the lower side thereof, substantially as set forth.

7. In a combined bolster and draft rigging, the combination with center sills provided with abutments, of a bolster recessed centrally and fitted to said sills, a detachable compression member fitted to said bolster and having abutments at its upper side, and a draft rigging located in the recess in said bolster and comprising follower blocks resting against the abutments of said sills and the abutments of said compression member, and spring controlled members located between said follower blocks; one of said spring controlled members being provided with studs adapted to operate in the top of said bolster and its compression member, substantially as set forth.

WM. D. LOWRY.

In the presence of—
H. F. WOODRUFF,
LILY POST.